



SAINT MICHAEL'S BOULEVARD STUDY

SPEARS ARCHITECTS

FACTS

1. St. Michael's Drive was first built in the late 1950's as a 2-lane state "bypass highway" connecting Cerrillos Road and Old Pecos Trail. During the mid-1970's, St. Michael's Drive was expanded to six lanes west of St. Francis.

2. St. Michael's Drive handles approximately 25,000-30,000 vehicles per day (ADT).

3. Surrounding Neighborhood Data:

Neighborhood	Population	Hisp.	Pop. Below Poverty Level	Median Age	Housing Units	% Owner Occupied
Holiday Hills East End	1,013	87%	49%	25	684	77%
Young Park East End	879	44%	38%	42	418	39%
Triangle Parkwood	733	34%	45%	33	369	67%
Thomas Hopkins Ahern Area	882	31%	33%	34	383	69%
South Park & Star	2,174	60%	24%	32	842	37%
AREA TOTALS	5,987	42%	23%	38	2,288	33%
CITY TOTALS	42,280	49%	32%	46	38,533	58%

Source: Census 2000, data is approximate to study neighborhood or the block group level.

4. At 12" per year, the annual precipitation falling onto the study area right-of-way is approximately seven million gallons or one million cubic feet.

5. Posted speed limit on St. Michael's Drive is currently 40 MPH. Under light traffic at the posted speed, the length of time needed to drive the study area from St. Francis Drive to Cerrillos is approximately 2 1/2 minutes.



ST. MICHAEL'S BOULEVARD RENDERED STREET VIEW

QUOTES

Alan Jacobs, *Great Streets*, The MIT Press, Cambridge, MA, 1996:

"The people of cities understand the symbolic, ceremonial, social, and political roles of streets, not just these of movement and access."

"A great street should be a most desirable place to be, to spend time, to live, to play, to work, at the same time that it markedly contributes to what a city should be. Streets are settings for activities that bring people together."

"The best streets are those that can be remembered. They leave strong, long-lasting positive impressions."

"There is magic to great streets."

Spears Architects, *Santa Fe Street Profiles*, for the City of Santa Fe, NM, 1998:

"Perhaps the only clear conclusion is that there is no indication that narrower streets are less safe than wider streets, or less capable of carrying the same volume of traffic. That being the case, one may argue that a policy of preserving the character of the streets can be maintained without sacrificing efficiency or safety."

"The data for pedestrian accidents is sparse but it is quite revealing. Rather than indicating a pedestrian safety problem exacerbated by narrow, busy streets, the data shows that the only pedestrian accidents experienced over a six-year period between 1990 and 1995 in the districts surveyed occurred on the widest streets with the highest average speeds."

Niklesser Associates and Spears Architects, *Urban Design Guidelines*, for the City of Santa Fe, 1999:

"The results of the community input process indicate that the community values highly Santa Fe's historic and cultural legacy and strongly endorses a policy of preserving and enhancing its unique character and extending these features to developing areas of the city."

"In order to preserve Santa Fe's unique character, promote an indigenous style, and avoid generic sprawl development, it is critical to reassess the regulatory provisions which regulate the relationship between land use and transportation."

"Preservation or recreation of the native landscape, use of native plant materials, and retention of the openness and distant views characteristic of Santa Fe and the Southwest should be guiding principles in the design of all roads....".

Jane Jacobs, *The Death and Life of Great American Cities*, Random House, 1961:

"On successful city streets, people must appear at different times. This is time considered on a small scale, hour by hour through the day."

Alan Jacobs, Elizabeth Macdonald, Yodan Roti, *The Boulevard Book*, MIT Press, 2002:

"On the best boulevards, the pedestrian realm is never less than 50 percent of the total width of the right-of-way, and often approaches 70%."

"Trees are indispensable components of boulevard design."

"Establishing a strong boundary between the pedestrian realm and the through-going realms is essential to a successful boulevard."



ST. MICHAEL'S BOULEVARD PLAN

IDEAS

LANES

- Reasonably narrow lanes to naturally slow traffic to posted speed limit.
- Stop signs to be in median, pole mounted without arms.
- Curbs to have tight radius corners for slower speeds and greater pedestrian safety.
- Permanent white markings for crosswalks and lanes.

UTILITIES

- All utilities underground.
- Utilities under access street to avoid conflict with tree roots.
- Streetlights to be scaled to pedestrians and placed in the medians at close intervals.

MEDIANS

- Native plants in medians for hardiness, low water use, and regional identity.
- Plants to be cottonwoods and low (30°) maximum xeric shrubs to provide spatial definition, summer shade, winter sun, and clear visibility at eye level for security.
- Rainwater from streets and sidewalks collected and passively stored to sustain plantings year round.
- Walking and jogging path of compacted crushed fines slightly meandering in the center of the medians.
- A few benches in the medians.
- Bollards on edge of median by access lane and pedestrian realm to allow stormwater drainage into median.
- Openings in raised curb between through lanes and medians to allow stormwater into medians.

BICYCLES

- Bicycles to share driving lane in parking/access realm.
- Bicycle racks on the sidewalk.

PARKING

- Parallel parking next to the sidewalk within the pedestrian realm.
- Parking temporarily prohibited at sidewalk cafes only during active table service.
- Off-street parking only behind buildings.
- On-street parking free until a future point when demand overwhelms supply.

SIDEWALKS

- Sidewalks lit by sconces attached to buildings.
- Sidewalks to allow encroachment of portals, balconies, canopies, awnings, and cafe tables.
- Sidewalks to have bike racks and some planters.

BUILDINGS

- Mixed uses to be mixed with retail and office space predominating the street level and residential and office space on the second and third floors.
- Private development to build to edge of right-of-way, either with building facade, or a landscaped walled courtyard.
- Buildings along building sidewalk to have frequent doorways, windows and architectural details.
- Buildings encouraged to have roof terraces and balconies in keeping with regional tradition and to enliven the street.
- Predominantly two story buildings to a maximum height of 30 feet at street edge with an allowable third story set back to provide full winter sunlight.
- Wall-dominated stucco buildings, predominantly contemporary in design.
- Thick walls, flat roofs, portals, zaguans, canopies, and bancos encouraged. Corbels, viga ends, curvilinear parapets, pitched roofs discouraged.
- Stucco colors from a palette reminiscent of mid-century Santa Fe and northern New Mexico as well as Colonial Mexico.
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- Signage limited in size.

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